



# GP2020 **CIRCULATION NETWORK**

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**Mapping Criteria**  
**Draft Goals and Policies**

Updated:  
June 8, 2005



## Mapping Criteria

	Objective	Evaluation Criteria
<b>PRIMARY GOAL</b>	Provide a Circulation Element Road Network with adequate road capacity and circulation to support land uses proposed under GP2020.	At build-out of GP2020, CE road network operates at: LOS D or better. <u>Exceptions:</u> The community may recommend accepting LOS E or F on certain roadway segments rather than modifying the road network. Justification could include avoiding significant environmental impacts and town center development or preservation.
<b>Regional Trails and Regional Bikeways</b>	Facilitate long-range connectivity of the approved regional trail network.	Road types should include approved regional trail and bikeway networks within the road right-of-way for CE roads.
<b>Maximize traffic movement</b>	The road network should enhance connectivity by creating multiple connections between communities and between different areas within each community.	<ul style="list-style-type: none"> <li>• Road network minimizes traffic volumes on a single roadway and provides alternate routes of travel</li> <li>• Multiple routes for ingress and egress provide sufficient accessibility in the event of a fire.</li> <li>• Traffic volumes are dispersed along multiple roads.</li> <li>• Dead-end CE roads are avoided.</li> </ul>
<b>Minimize costs</b>	Minimize new road construction and road right-of-way acquisition costs.	<ul style="list-style-type: none"> <li>• Avoid developed areas with high land costs, high environmental mitigation costs, and/or high relocation costs when alternative routes are available.</li> <li>• Avoid floodplains, steep slopes, and other areas with high costs for road construction and/or environmental mitigation.</li> <li>• Remove roads from the CE network when they are not needed to support forecast traffic volumes, emergency fire access, or the completion of a connected network of CE roads.</li> </ul>
<b>Minimize environmental impacts</b>	Minimize impacts to natural and biological resources and scenic areas. Whenever possible, avoid areas with steep slopes.	Road alignments should: <ul style="list-style-type: none"> <li>• Avoid natural and biological resources</li> <li>• Minimize impacts to scenic viewsheds</li> <li>• Conform to the topography of the site.</li> </ul>

	Objective	Evaluation Criteria
<b>Circulation network supports GP2020 land use goals.</b>	Provide roads and parkways that reinforce the positive aspects of the community's character and are appropriate for different areas within a community.	Roadway selections, especially parkway configurations, should reflect community type and regional land use category (village, semi-rural, rural lands).
	Avoid locating CE roads <i>within</i> town centers and residential neighborhoods.	CE roads are located at the periphery of town centers and residential neighborhoods. If existing CE roads are located within town centers and residential neighborhoods, then road types should minimize conflicts between regional traffic and other types of circulation (local roads, pedestrian walkways, bikeways, etc.).
	Minimize impacts to local road network caused by freeways or expressways that carry regional traffic.	Regional high-volume roads should be located at the periphery of communities. When necessary, use grade separated interchanges to retain connections in the local road network.
	Connect existing and planned retail or employment centers and residential communities.	Roads provide direct access between village cores/town centers, major commercial or industrial districts and residential neighborhoods.
<b>Select appropriate road types for surrounding land use.</b>	CE roads within town or village centers should contribute to the economic and social development of the community.	In commercial and higher density residential areas, CE road types or alignments should accommodate pedestrian movement, bicycle paths, and parking spaces within the road right of way. If appropriate, modify road types to accommodate non-vehicular traffic in such areas.
	Incorporate multi-modal transportation options into the circulation network, especially in town centers and other urbanized areas.	Multi-modal transportation types are incorporated, when appropriate, into planned CE roads: transit, bicycles, joggers and pedestrians, and (in certain communities) equestrian.
<b>Build consensus</b>	CE road network should be benefit region-wide interests while incorporating community preferences, whenever possible, into the region-wide network.	<ul style="list-style-type: none"> <li>• Road network considers requirements beyond the local community to accommodate through trips.</li> <li>• Planning groups are involved in a public process for road network planning that incorporates community preferences.</li> </ul>

## Draft Goals and Policies

	<b>Steering Committee</b> <i>Board of Supervisors Endorsed 1/10/01</i>	<b>Interest Group Committee</b> <i>Proposed Revisions</i>
<b>Circulation Goal I</b>	<b>Safe, convenient, efficient, and accessible multi-modal circulation systems.</b>	<b>A multi-modal circulation system that provides for the safe, accessible convenient and efficient movement of people and goods.</b>
<b>Policies A</b>	Establish road standards for different community types: urban, suburban and rural.	Establish transportation network standards that are appropriate for different community types: urban, suburban and rural.
<b>B</b>	Ensure and maintain a road network for safe, efficient movement of people and goods.	Plan for, maintain, and establish design guidelines for roads.
<b>C</b>	Establish design guidelines for safe multi-use roadways.	Plan for, maintain, and establish design guidelines for public transportation.
<b>D</b>	Establish a County trails system.	Plan for, maintain, and establish design guidelines for a County trails system.
<b>E</b>	Establish additional nodes and opportunities for public transportation where higher densities exist or are planned for in the land use element.	Plan for, maintain, and establish design guidelines for multi-use.
New Policy		Ensure timely provision of adequate local circulation system capacity in response to planned growth.
New Policy		Establish land use and transportation network patterns that will help reduce single-occupant automobile trips, encourage the use of public transit and alternative modes of travel, and encourage pedestrian-oriented development.

	<b>Steering Committee</b> <i>Board of Supervisors Endorsed 1/10/01</i>	<b>Interest Group Committee</b> <i>Proposed Revisions</i>
New Policy		Coordinate the location and design of the circulation system to serve existing and new employment centers and residential communities.
New Policy		Locate and design the circulation system to minimize impacts on residential neighborhoods, environmentally sensitive areas and scenic areas.
New Policy		Site and design schools to allow and encourage students to walk and bicycle to school safely.
New Policy		Establish multi-modal public transit centers in existing and planned higher density areas.
New Policy		Support and encourage the use of public transit and car/van pools to reduce roadway congestion, conserve energy and reduce pollution.
New Policy		Provide safe and attractive accommodation for all users of the roadway, including transit riders, bicyclists, and pedestrians.
New Policy		Establish transit-oriented development guidelines and incentives.
New Policy		Establish a Country trails system.